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REPORT NO.

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COUNT
TOPIC

Stanken Airfield

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EVALUATION [] PLACE OBTAINED []

DATE OF CONTENT [] DATE PREPARED 5 May 1953

DATE OBTAINED []

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE) 2 - two sketches on ditto

REMARKS

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March 1953

1. Air activity observed at Stanken airfield from [] through [] March 1953 included:

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2 and 3 March. No air activity was observed.

4 March. From 10 a.m. to noon, three Li-2s made local training flights with extended landing gears. The flights lasted for about 15 minutes. Some planes flew circles over the field in the afternoon.

5 to 10 March. No air activity was observed.

11 March. From 10 a.m. to 12:30 p.m., individual Li-2s flew circles over the field. Individual 30-minute flights were observed during the afternoon. Landings and take-offs were practiced from 4:5 and 8:10 p.m. In the afternoon, [] Li-2s, 2 Yak-14s and 2 Pe-2s parked near the hangars.

13 March. In the morning, Li-2s made local training flights with retracted landing gears. No air activity was observed in the afternoon in cloudy weather.

14 March. In the morning, Li-2s made local training flights of 10 minutes duration at 20 minutes interval. The weather was fair.

16 March. At 2:10 p.m., a Li-2 landed at the field.

17 March. In the morning, Li-2s made local training flights []

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18 March. Air activity was conducted as on the preceding day. The weather was fair. A plane, apparently a Pe-2, took off at 10 a.m. A plane of the same type was repeatedly seen aloft in the afternoon.

19 March. No air activity was observed from 1 to 11 a.m. Four Li-2s and 2 Yak-14s were parked in front of the hangars. A caterpillar tractor with an attached roller was also seen.

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21 March. No air activity was observed in fair weather.

22 March. At 6:30 p.m., a Li-2 landed at the field.

23 and 24 March. From 10 a.m. to 7:30 p.m., no air activity was observed in spite of fair weather.

25 March. One Li-2 each took off at 1:50 and 5:50 p.m., and a Li-2 landed at 6 p.m.

26 March. In the morning, only one Li-2 was observed landing. From 3:30 to 7:25 p.m., individual Li-2s flew some circles over the field. Four Li-2s and three Yak-14s were parked in front of the hangars.

28 March. A Li-2 landed between noon and 1 p.m. Weather was 8/10 overcast.

29 March. No air activity was observed except for a Li-2 which took off at 11:30 a.m. Weather was overcast.

30 March. At 11 a.m., a Li-2 took off for a local training flight which was extended until about 3 p.m. except for one intermediate landing. Every fifteen minutes, the plane came in for a landing but without extending its landing gear and without actually landing. The plane would come down as low as 10 meters above the ground. No aircraft were observed parked at the installation between 10 and 11 a.m.¹

2. On 19 March, [] five fuel tanks in the size of railroad tank cars at the fuel dump in the northern portion of the field. [] they were scheduled to be dug in there.²

3. On 11 March, [] the radio installation with four masts had moved to another place. In the southern portion of the field an old fence was being replaced by a new one. []

4. On 12 March, individual Li-2s practiced flying at the field in fair weather. At 9:30 a.m., six Li-2s were observed parked in front of the hangars. After 8 p.m. [] noise of flying aircraft []
On the afternoon of 19 March, [] 6 Li-2s, 2 Po-2s, and 5 single-engine planes at the field.⁴

5. Seven fuel tanks with an estimated capacity of 20,000 liters each were being set up at the northern edge of the field. A pipe line extended to the railroad line.²

6. In the afternoon of 13 March, no air activity was observed at the field except for a Yak-14, which landed at 2:20 p.m. Four Li-2s were parked in front of the hangars. Li-2s and Yak-14s made local training flights on 2 April. A Yak-14 which had taken off from the field was repeatedly observed circling over Falkensee. []
[] A Po-2 and a Po-2 were also observed parked at the installation.⁴

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7. On 13 March [] two men transloading fuel from a railroad tank car at the fuel dump near the northern edge of the installation. Four fuel containers connected to a pipe system were also observed there. A manhole was observed beside one of the fuel tanks. On 2 April, five additional fuel tanks in the size of railroad tank cars were seen at the dump.²

8. The airfield was surrounded by a wire fence. A board fence was available only adjacent to the main gate of the installation. A new fence was being erected parallel to the fence on the south side of the field.

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9. Radio installations observed at the field included two PKV-45 DF stations in the southwestern portion of the field and the western extension of the east-west runway; one inner low frequency beacon west of the runway; a spokes mast on the roof of a building near the hangars and two antennas atop the flight control station.³

10. About noon on 23 March, a single-engine and a short time later a twin-engine plane took off from the field. About 10 a.m., a single-engine plane was parked in front of the flight control station. A twin-engine plane took off at 5:30 p.m.¹

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11. [] a PKV-45 DF station north of the cemetery on Heer-Strasse, near a small transformer station. Two single-story temporary buildings and a radio tower 10 meters high were seen east of the road leading from north of the railroad line to Ballgow. About 250 meters east of the radio tower, there was a second radio station with four masts. The cabin in the middle of the installation was painted yellow.³

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12. [] a fuel dump south of the railroad line.²

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1. [] Comment. Elements of an air transport regiment equipped with about 10 Mi-2s are still stationed at Staaken airfield.

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2. [] Comment. It appears that the former German underground fuel installations in the northern portion of the field were being enlarged. For location of the dump, see Annex 1.

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3. [] Comment. Paragraph 9 of the present report correctly lists all the radio installations available at the field. []

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[] See Annexes 1 and 2.

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Annex 1

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Legend:

- 1 Empty hangar
- 2 Low wooden building
- 3 Hangar with attached flight control station
- 4 Single-story permanent building
- 5 Hangar
- 6 Workshop or garage
- 7 Fuel dump
- 8 Garage
- 9 Garage
- 10 Parking site for tank trucks
- 11 Main gate
- 11a Gate
- 12 Building with tower on top of which spokes antenna
- 13 Landing beacon C
- 14 An undetermined number of heavily damaged quartering buildings
- 15 Three quartering buildings
- 16 Destroyed factory
- 17 Fuel dump and temporary loan building with telephone line
- 18 Temporary loan building of undetermined purpose
- 19 Three low wooden buildings about three meters square with telephone line
- 20 and 21 PKV-45 LF stations
- 22 Villa
- 23 Target range, apparently unused
- 24 Fence

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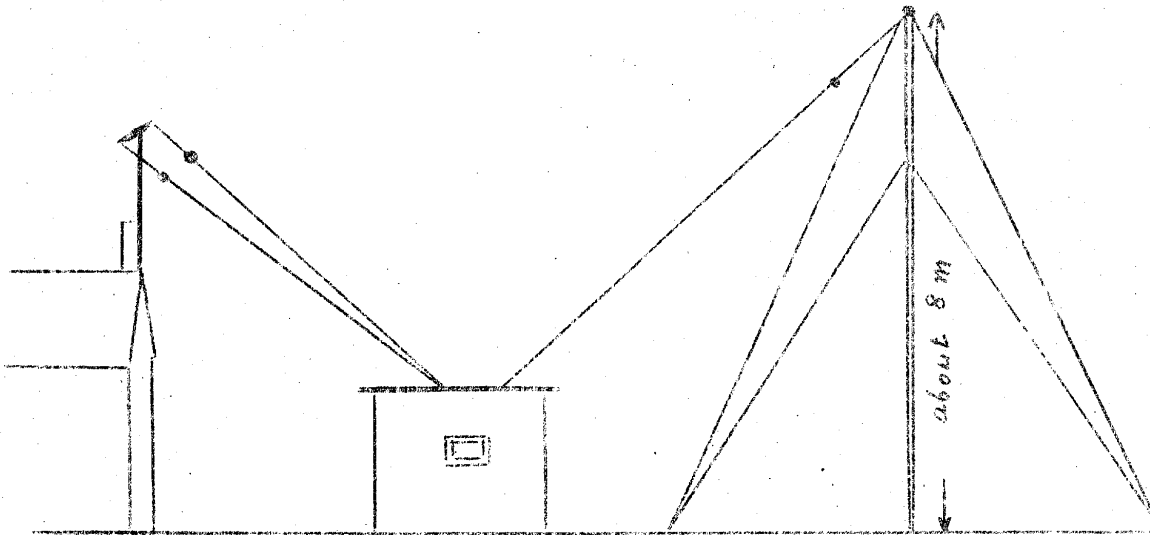
Annex 2

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Inner Landing Beacon at Steakon Airfield



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